

# Planning & Design Statement

For Development at Maglin, Ballincollig, Cork

on behalf of O'Flynn Construction Co. Unlimited Company

October 2025



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS

# Document Control Sheet

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# 1. Introduction

This Planning & Design Statement has been prepared by McCutcheon Halley Chartered Planning Consultants to accompany an application to Cork City Council for a Large-Scale Residential Development (LRD) for the construction of 1,150 no. residential units, 1 no. creche, 3 no. commercial/retail units and all associated ancillary development works at Maglin, Carrigrohane and Ballynora (townlands), Ballincollig, Cork. A full description is included in the statutory notices and in Chapter 2 of the EIAR.

A design team with extensive experience in residential applications has been appointed by the applicant including McCutcheon Halley Planning Consultants, Wilson Architecture, MHL Consulting Engineers and Brady Shipman Martin while additional expertise was also secured in relation to Conservation (John Cronin & Associates), Archaeology (Lane Purcell Archaeology) and ecology (Malone O'Regan Environmental), to ensure a high-quality design and a robust and comprehensive LRD application submission is made to Cork City Council.

An Environmental Impact Assessment Report and a Natura Impact Statement has been prepared in respect of the proposed development and accompanies this application.

The proposed development will see the creation of a new community to the south of Ballincollig, in line with dwelling targets set out in the Cork City Development Plan. The design and development of the proposed scheme have been informed by detailed pre-planning discussions with Cork City Council's Planning, Architectural and Engineering Departments, as well as feedback from their subsequent Notice of Pre-Application Consultation Opinion. Key design aspects have been shaped directly by feedback and comments received from both parties, with the design and in particular the layout having been amended and altered throughout the design process.

The Planning and Design Statement report amalgamates the planning statement and the design statement into a single cohesive document which has been structured as follows:

1. Introduction
2. Site Context & Proposed Development
3. Planning Policy Context
4. Assessment
5. Design Approach
6. Conclusion

## 2. Site Context & Development Description

### 2.1 Site Context

The proposed site is located 1.3km to the south of Ballincollig town centre mainly within the townland of Maglin. Small portions of the western, eastern and southern extremities of the site lies within the townlands of Carrigrohane, Ballincollig and Ballynora. The subject site is approximately 10 kilometres to the west of Cork City Centre. The gross site area comprises c. 28.7 hectares and has a relatively flat topography with some sloped areas along the southern and eastern boundaries. The lands are located immediately north of the N22 national primary route which connects the lands to Cork City's environs and major employment hubs. To the north of the site lies agricultural land with Maglin Road located to the west. A farmhouse and associated farmyard are located to the centre of the lands and the lands are currently used for agricultural purposes.

The site is currently accessed via the Maglin Road to the west with approximately 170 metres of the lands fronting on to Maglin Road. A second future connection point is to be provided via the proposed new link road which will traverse the site from east to west. The lands comprise agricultural fields that are generally rectangular in shape. Maglin House, a late 18<sup>th</sup> / early 19<sup>th</sup> century house sits centrally within the lands. The two-storey, L shaped farmhouse is currently surrounded by a farmyard with associated farm buildings generally located to the rear of the house.

The area has a number of local services located within proximity of the site including schools, creches and commercial uses. A number of services are located with a kilometre radius of the site.



Fig 1: Site context – subject site outlined in red (please note this is not the red line area).

## 2.2 Development Description

The proposed development will see the creation of a new residential community to the south of Ballincollig, in line with dwelling targets set out in the Cork City Development Plan.

Permission is sought for the following development:

- The demolition of the existing farmhouse and associated outbuildings on site;
- The construction of 1,150 no. residential units to include 638 no. dwelling houses (comprising a mix of 2, 3 and 4 bed detached semi-detached and townhouse units) and 512 no. apartments/duplex units (including a mix of 1, 2 and 3 bed units in 9 no. blocks ranging in height from 3 to 5 storeys; and the restoration and refurbishment of Maglin House and the existing gate lodge to provide 3 no. apartments);
- 1 no. creche;
- 3 no. commercial/retail units;
- A section of the Maglin Urban Expansion Area Sustainable Access Corridor (which includes cycle lanes, footpaths, bus lanes, and road carriageway); and
- All associated ancillary development works including vehicular and pedestrian access, drainage, footpaths & cycle lanes, landscaping, amenity and open space areas, boundary treatments, bicycle and car parking, bin storage, the undergrounding of the existing 38kv overhead line currently traversing the site, public lighting and all other ancillary development.

The proposed development will see the creation of a new residential community in this area and will promote compact growth in a location where it can be served by public transport, walking and cycling.

The proposed 1,150 no. units will provide a density of 50.62 units per hectare which is in line with national policy for increased residential densities.

The proposed development has been designed to provide high-quality homes that will contribute positively to Ballincollig in areas where demand for housing has been consistent. The proposed site layout focuses on the creation of a new distinct residential neighbourhood that will enhance and integrate with the wider Ballincollig area. To ensure the visual integration of the site, the proposed development will promote the protection and enhancement of areas of biodiversity value where possible, including hedgerows, and tree lines, particularly those located along the boundaries of the site.

The key statistics of the proposed development are shown in the table below:

<b>Gross Site Area</b>	28.7195 ha
<b>Net Site Area</b>	22.71735 ha

<b>Number of Units</b>	<ul style="list-style-type: none"> <li>- 1,150 no. units</li> <li>- 638 no. houses</li> <li>- 512 no. duplexes/apartments</li> </ul>
<b>Density</b>	50.6 uph
<b>Open Space</b>	3.6624 ha (16.12 % of net site area)

Table 1: Key Site Statistics

The design of the proposed scheme has been informed by detailed pre-planning discussions with Cork City Councils Planning, Architectural, Engineering and Environmental Departments and the relevant planning policy documents at national and local levels, including in particular The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities and the Design Manual for Urban Roads and Streets at a national level, and the 2022 Cork City Development Plan at a Local Planning Policy level. The proposed site layout designed Wilson Architecture proposes a density of 50.6 no. units per hectare, which is considered suitable for the subject site and consistent with national policy which seeks higher densities on residential sites. The proposed density is also compliant with the objectives outlined for the site in the 2022 Cork City Development Plan.

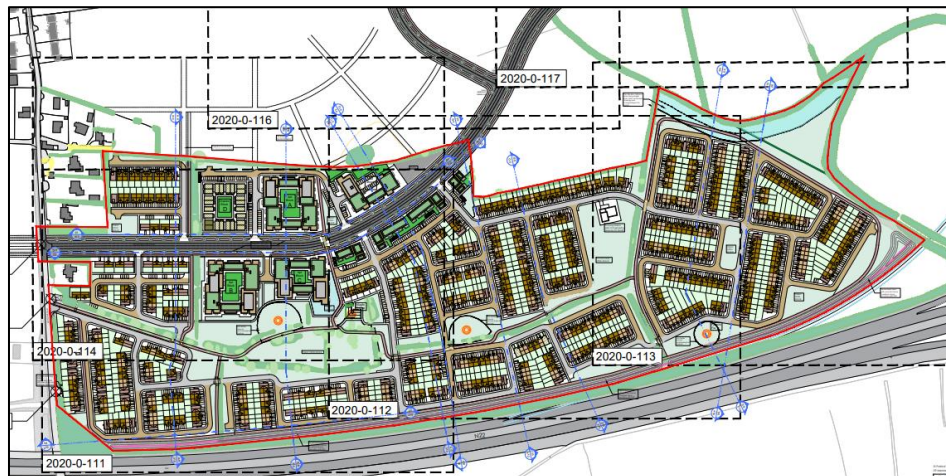


Fig 2: Proposed Layout by Wilson Architecture.

### 3. Planning Policy Context

The following outlines the relevant planning policy context for the proposed development. For a comprehensive analysis of the development compliance/accordance with the relevant policy documents, at a national/regional/local scale, please see the submitted Statement of Consistency by McCutcheon Halley Planning. The proposed development is subject to the following policy documents, as set out by Cork City Council.

#### 3.1 Sustainable Residential Development and Compact Settlement Guidelines

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, issued by the Department of the Environment, Heritage and Local Government (DoEHCLG) in January 2024, emphasise the importance of encouraging higher densities in the most central and accessible urban locations. The Guidelines state that for 'Suburban/Urban Extension' areas the residential densities should be in the range of 40-80 units per hectare:

*"Suburban areas are the lower density car-orientated residential suburbs constructed at the edge of cities in the latter half of the 20<sup>th</sup> and early 21<sup>st</sup> century, while urban extension refers to the greenfield lands at the edge of the existing built up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 40 dph to 80dph (net) shall generally be applied at suburban and urban extension locations in Dublin and Cork, and that densities of up to 150 dph (net) shall be open for consideration at 'accessible' suburban/urban extension locations (as defined in Table 3.8)."*

#### 3.2 Cork City Development Plan 2022

The Cork City Development Plan (CDP) sets out Cork City Council's policies for the development of Cork City to 2022 and beyond. It establishes the following vision for Cork City:

*"The vision for Cork City over the period of this Development Plan and beyond is to be a successfully, sustainable regional capital and to achieve a high quality of life for its citizens and a robust local economy, by balancing the relationship between community, economic development and environmental quality. It will have a diverse innovative economy, will maintain its distinctive character and culture, will have a network of attractive neighbourhoods serviced by good quality transport and amenities and will be a place where people want to live, work, visit and invest in."*

In the CDP Ballincollig is identified as one of the four 'Urban Towns'. The Role in the Core Strategy of the Urban Towns is as follows:

*"Phased delivery of strategic sites by targeting growth proportionate to the existing population within the four urban towns. All development shall focus on prioritising walking, cycling and public transport use. Apply a mixed-use approach to regenerating key underutilised locations. Use a range of designs and densities that reflect and enhance the individual character of each town."*

The subject site lies within the development boundary of Ballincollig and is zoned ZO 02 New Residential Neighbourhood where the following objective applies:

*"To provide for new residential development in tandem with the provision of the necessary social and physical infrastructure."*

A small portion, to the east of the site is zoned ZO 15 Public Open Space (there are no houses proposed on this part of the site) where the following objective applies:

*"To protect, retain and provide for passive and active recreational uses, open space, green networks, natural area and amenity facilities."*



Fig 3: Extract from Cork City Development plan.

The site forms part of the South Ballincollig Urban Expansion Area, which is one of seven urban expansion areas designated within the City Council's administrative area and where Objective 10.57 (South Ballincollig/Maglin Expansion Area) supports the compact and strategic expansion of the area:

*"To support the compact growth and development of South Ballincollig Expansion Area as a strategic City consolidation and expansion area, as identified in the Core Strategy. All development shall be designed, planned and delivered in a co-ordinated and phased manner, using a layout and mix of uses that form part of an emerging neighbourhood integrated with the wider area."*

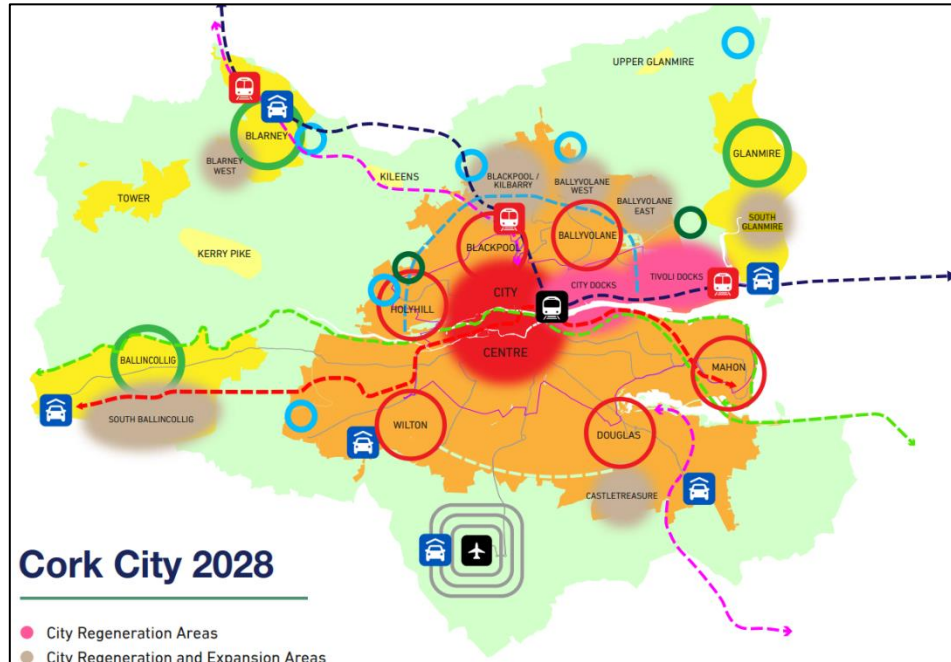


Fig 4: Extract from the 2022 Cork CDP - Core Strategy Map 2022-2028 (Figure 2.20).

Section 10.220 of the CDP also states that the future development of the Maglin/South Ballincollig area is dependent on the design of a distributor road. Some of this road has been built from the north through the Heathfield development and MHL Consulting Engineers have been working with the Council on the route alignment through the OFC lands.

Section 10.220 of the CDP also states that the number of units for consideration, and which can proceed, will be determined and agreed at Development Management stage and will be subject to the following:

- *Having regard to the progress on the design and integration with the proposed distributor road.*
- *Agreement by the developers/landowners to provide off site infrastructure as agreed with Cork City Council. These details are to be agreed at Pre-planning stage prior to the submission of any development proposals.*

The Plan also recognises the need to increase residential density within Cork City to cater for population projections, with Project Ireland 2040 aiming to increase the population of Cork City by 50% by 2040. The Plan sets out density standards for new development in Cork City. This includes Ballincollig, part of the 'Outer Suburbs' designation, which has specific height and density targets for the area. These targets have scope to increase. The strategy is as follows:

Density and Building Heights Strategy	Density					Heights			
	FAR		Dwellings Per Hectare			No. of Storeys			
	Prevailing	Target	Prevailing	Target*		Prevailing		Target	
			Lower	Upper	Lower	Upper	Lower	Upper	
<b>City</b>	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	8**
City Centre	2.5 - 7	4+	10 - 25	100	N/A	2	5	4	6
North Docks	0.5 - 1	3+	0 - 40	100	N/A	2	3	4	7
South Docks	0.5 - 1.5	4+	0 - 10	100	N/A	2	4	5	10**
<b>Fringe / Corridor / Centre</b>	1.0 - 3.5	2.5 - 4+	25 - 100+	50	150	2	6	4	7
City Fringe / Corridor	1.5 - 3.5	2.5 - 4.5	25 - 100	50	150	3	6	5	7
Mahon	0.5 - 3.5	1 - 4	10 - 40	50	120	2	5	4	6
Blackpool	0.5 - 3.0	1 - 4	0 - 40	50	120	2	5	4	6
Wilton	0.5 - 3.5	1 - 4	10 - 25	50	120	2	4	3	5
<b>Inner Urban Suburbs</b>	0.2 - 1.5	0.5 - 2.5	10 - 40	45	100	2	4	3	5
1. The Urban North	0.2 - 0.7	0.5 - 1.5	10 - 25	50	100	2	3	3	4
2. Tivoli	0.2 - 0.7	0.5 - 3.5	0 - 10	50	100	2	4	3	5
3. Ballintemple & Blackrock	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	4	3	5
4. Douglas	0.2 - 2.5	0.5 - 3.5	5 - 20	50	100	2	3	3	4
5. South Link Road Corridor	0.2 - 1.5	0.5 - 2.5	15 - 40	50	100	2	3	3	4
6. South West Corridor	0.2 - 1.5	0.5 - 2.5	20 - 40	50	100	2	3	3	4
7. North West	0.2 - 1.5	0.5 - 1.5	10 - 25	40	80	2	2.5	2	4
8. North Blackpool	0.2 - 1.5	0.5 - 1.5	0 - 25	40	100	2	4	3	5
9. Central Ballincollig	0.5 - 3.0	0.7 - 3.5	10 - 25	50	100	2	4	3	5
10. Blarney	0.2 - 1.5	0.5 - 1.5	0 - 25	35	50	1	2	2	3
11. Stoneview	0.2 - 0.7	0.5 - 1.5	0 - 25	40	80	1	2	2	3
<b>Outer Suburbs</b>	0 - 1.5	0.2 - 1.5	0 - 25	40	60	2	3	2	4

\* Assuming resi-led scheme.  
\*\* Potentially suitable for exceptional tall building(s).

Table 2. Excerpt of the Building density and Heights Strategy from the Cork County Development Plan 2022.

The CDP recognises the need to ensure that a mix of housing types are provided in the city in order to provide a range of accommodation for residents. Objective 3.6 of the CDP states with following with regards to housing mix:

‘Encourage the development of an appropriate mix of dwelling types to meet target residential densities, utilising a range of dwelling types and density typologies informed by best practice (as illustrated in “Density Done Well” in the Cork City Density Strategy, Building Height and Tall Building Strategy) with combinations of houses, stacked units and apartments’.

According to the CDP, both the ‘15-minute city’ and ‘walkable neighbourhoods’ are two key approaches which have influenced the Core Strategy. Objective 2.10 of the Plan states the following with regards to the 15-Minute City:

‘To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and

other neighbourhoods with a 15-minute public transport journey.'

With regards to walkable neighbourhoods, the Plan outlines that new developments shall be designed to make a positive contribution to their neighbourhoods. This can be done through a range of measures, including the delivery of the right mix of uses at a suitable scale, creating attractive and safe places and avoiding the creation of 'dead' spaces, being well connected to public transport and active travel and facilitating direct access to high quality parks and public spaces.

### 3.3 Cork Metropolitan Area Transport Strategy

The Cork Metropolitan Area Transport Strategy (CMATS) was issued in 2019. CMATS is a significant investment package allocated for Cork to include commuter rail, bus corridors, light rail, park and rides, walking and cycling infrastructure and road networks.

The provision of a light rail system (LRT) system is one of the components CMATS and will be a focal point to enable the growth of population, employment health and education uses as envisaged by the NPF 2040. The indicative route of the LRT system is just to the north of the lands in Maglin connecting Mahon, the City and Curraheen with Ballincollig. One of the objectives of the LRT is to maximise the development potential of sites and densities along this corridor.

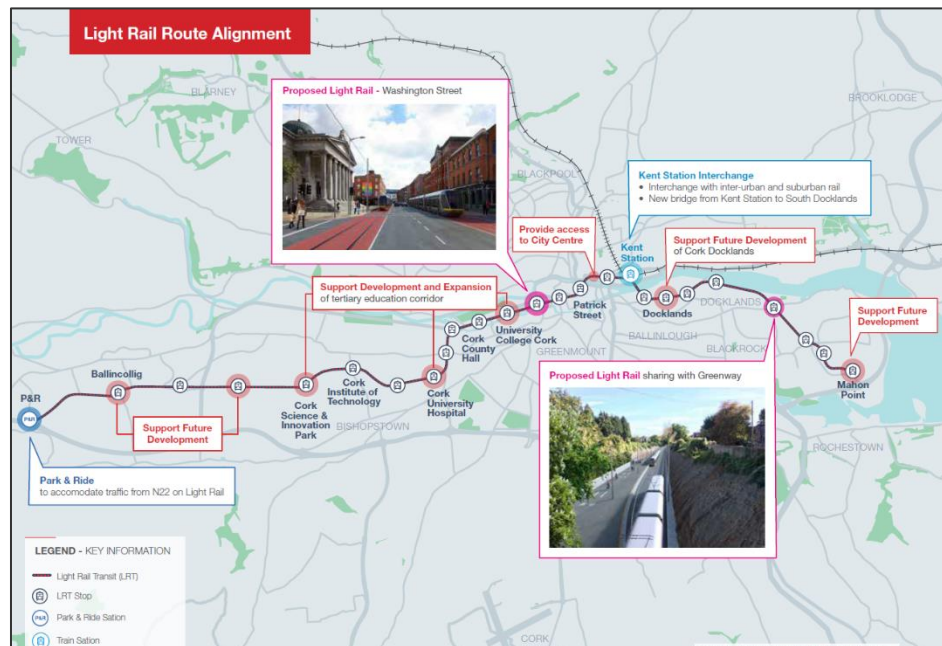


Fig 5: Location of Ballincollig Light Rail Route north of the lands at Maglin, Ballincollig, Cork.

## 4. Assessment

The proposed Large Scale Residential Development involves the construction of 1,150 no. residential units, 1 no. creche, 3 no. commercial units and all associated ancillary development works at Maglin, Ballincollig, Carrigrohane and Ballynora (townlands), Ballincollig, Cork.

The proposal will create a sustainable residential development to the south of the established settlement of Ballincollig, seeking to consolidate development in the area and will promote compact growth in a location where it can be served by public transport, walking and cycling. It will provide residential development which is appropriate to its setting and of high-quality architectural value and quality, which is viable in development terms and will be attractive to buyers seeking quality family homes in the area.

The format and design of the subject proposal have been developed in line with the relevant policies and guidelines pertaining to the site and wider area and in consultation with the relevant departments of Cork City Council. The following are the key issues we consider relevant in the assessment of this proposal.

- Compliance with Current Planning Policy
- Appropriate Assessment
- Environmental Impact Assessment
- Part V Proposal
- Childcare Provision
- Recreation, Amenity and Open Space
- Traffic Impact, Access & Connectivity
- Service Infrastructure

### 4.1 Compliance with Current Planning Policy

As already outlined, the Sustainable Residential Development and Compact Settlement Guidelines, issued by the DoEHCLG emphasise the importance of encouraging higher densities on Suburban /Urban Extension sites. The site is located approximately 1.3 km from Ballincollig town centre which offers a good range of community/commercial services within close proximity to the site including schools, shops and health/medical services.

The proposed development is consistent with the objectives of the Cork City Development Plan. The density of the proposed development, 50.62 units per hectare, is in line with that identified for towns served by good public transport links in the Compact Settlement Guidelines. The scheme is also in full accordance with the of the CDP 2022 and National Guidelines in relation to reduced car parking. At a strategic level, the proposed development will contribute to the realisation of the housing targets for Ballincollig, while also delivering much needed high-quality dwellings to meet existing market demand in the short to medium term.

The proposed development is on lands zoned for residential use and it is considered that the proposed development complies with the zoning objective for the site.

### Proposed Housing Mix & Density

The proposed development consists of 1,150 no. residential units comprising the following:

- 512 no. 1, 2 and 3 bed apartment/duplex units (44.52%)
- 638 no. 2, 3 and 4 bed dwelling units (55.47%)

The proposed mix of house types consists of duplexes, townhouses, semi-detached and detached houses and apartments which we consider will add to the existing and permitted housing types with the Ballincollig area. This proposed mix incorporates a good mix of housing types that reflect the current demand for housing. The scheme proposes a mix of 4-bed (10.35%), 3-bed (33.48%), 2-bed (35.74%), and 1-bed (20.43%) units in an attempt to provide housing across all age profiles and household sizes. The housing mix supports future population growth for both small and larger families, as well as couples and single occupants and complies with the housing mix included in Chapter 11 of the Plan.

The high proportion of 2 and 3 bed units reflects the trend towards small household sizes and will ensure there is a variety of household options for the population. The inclusion of 235 no. 1-beds in the current proposal will ensure that there is a variety of household sizes available without also saturating the area with only smaller units. Overall, it is considered that the housing mix proposed is appropriate for the area and its population.

The density of the proposed development is in line with that identified for sites in an accessible location in the Sustainable Residential Development and Compact Settlement Guidelines. At present, the site is a greenfield site. The net developable area of the subject site is 22.71735 ha and has a net residential density of 50.62 no. units per hectare. This can be achieved without compromising the residential amenity of the area.

At a strategic level, the proposal will contribute to the realisation of housing targets in Ballincollig by delivering much needed high-quality dwellings to meet existing market demand in the short to medium term. The proposal will also help to achieve the objectives of the National Planning Framework which promotes compact growth and seek to deliver at least 40% of all new homes within the built-up footprint of existing settlements (NPO 3a).

We submit that this proposal for 1,150 no. residential units will assist in fulfilling the Council's objective of delivering more housing in a designated (South Ballincollig) Expansion Area and contribute to alleviating the current housing crisis. The proposed development on the subject site at Maglin presents a better and more sustainable use of the land than the alternative of no dwellings and the site remaining undeveloped.

A Statement of Consistency (SoC) by McCutcheon Halley Planning is submitted in support of the subject planning application. The SoC provides a comprehensive assessment of the proposed developments' consistency with

the relevant planning policy documents at national, regional and local levels. The main body of the SoC provides both a narrative outlining how the proposed development is in compliance with the relevant planning policies, while section 2 and 3 of the SoC provides a breakdown of each of the relevant planning policies/objectives and guidance. The following are covered in the report:

- Context and Principle of the Development
- Density and Housing Mix
- Layout
- Landscape and Amenity
- Sustainability

The SoC concludes that the proposed development is consistent with the general and specific objectives of the CDP for the town of Ballincollig. The density of the proposed development is in line with that identified for larger towns in the Compact Settlement Guidelines. The scheme is also in full accordance with the other policies of the CDP 2022.

## 4.2 Appropriate Assessment

Article 6.3 of the Habitats Directive 92/43/EEC requires that an Appropriate Assessment (AA) should be carried out where plans or projects may have a significant effect on the conservation objectives that would ultimately affect the integrity of Natura 2000 sites.

A Stage One AA Screening Report and Natura Impact Statement for the proposed development has been prepared for the subject development by Malone O'Regan Environmental and is submitted in support of this application to Cork City Council.

An AA Screening Report for the proposed development has been prepared for the subject development by Malone O'Regan Environmental. This report concluded that the screening exercise identified designated habitats and species as potential receptors of significant likely effects as a result of the Proposed Development, in the absence of appropriate mitigation. Therefore, progression to Stage 2 of the Appropriate Assessment process is required in the light of current case law on mitigation measures.

The NIS concludes that following an examination, analysis and evaluation of the relevant information, including the nature of the predicted impacts from the Proposed Development and all associated works, it has been objectively concluded that with the implementation of the proposed mitigation measures, the Proposed Development will not, either alone or in combination with other plans or projects, adversely affect the integrity or conservation status of any of the qualifying interests of Cork Harbour SPA or any other European site in light of best scientific knowledge.

## 4.3 Environmental Impact Assessment

In accordance with the Planning and Development Regulations 2001, and current government and EU guidance, the Planning Authority must screen the proposed development for Environmental Impact Assessment Report

(EIAR) and decide whether the planning application for the proposed development does or does not require an Environmental Impact Assessment Report (EIAR).

Directive 2011/92/EU was enacted as a means to assess the effects of projects on the environment, and to properly ensure that any potential significant effects are assessed before a project proceeds. Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU defines mandatory projects that require an Environmental Impact Assessment Report (EIAR) (formerly EIS) and Annex II lists projects which do not necessarily have significant effects but can be subject to case-by-case analysis or thresholds to be determined by member states. Section 172 of the Planning and Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states the following:

*“An environmental impact assessment shall be carried out by a planning authority or the Board, as the case may be, in respect of an application for consent for:*

*(a) Proposed development of a class specified in Schedule 5 of the Planning and Development Regulations 2001 which exceeds a quantity, area or other limit specified in that Schedule, and*

*(b) Proposed development of a class specified in Schedule 5 to the Planning and Development Regulations 2001 which does not exceed a quantity, area or other limit specific in that Schedule but which the planning authority or the Board determines would be likely to have significant effects on the environment.”*

Schedule 5 of the Planning and Development Regulations 2001-2021 outlines the legislative requirements deeming whether a project needs a mandatory EIA. Projects that automatically require an EIA included in Annex 1 are listed in Part 1 of Schedule 5 to the Planning and Development Regulations.

Schedule 5, Part 2 (10)(b)(i) of the Planning and Development Regulations 2001-2021 includes the *“construction of more than 500 dwelling units”* while Part 2 (10)(b)(iv) includes *“urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.”*

The proposed project comprises the construction of 1,150 no. residential units, on a site with a gross area of 28.7195 ha. Given the development comprises urban development with an area greater than 10 hectares and more than 500 units, it is considered to trigger the need for an Environmental Impact Assessment. Accordingly, an EIAR has been prepared by McCutcheon Halley Planning Consultants and is submitted with this application.

#### **4.4 Part V Proposal**

Under the amended Planning and Development Regulations (2015), pursuant to Part V. s.96 of the Planning and Development Act 2000 (as amended), 10% of all new residential developments are required to be made available for

social housing. The site was purchased by the applicant within the timeframe where a 10% Part V obligation continues to apply.

The applicant proposes to meet the site-specific Part V obligation through the transfer of 115 no. dwellings on site specifically:

- 23 no. 1 bed apartments/duplex units
- 41 no. 2 bed apartment/duplex units
- 39 no. 3 bed houses
- 12 no. 4 bed houses

These units are dispersed throughout the proposed development and will be developed through each of the phases of development. An assessment of the 'Part V Costs Methodology' by McCutcheon Halley Planning is submitted as part of the planning application documents.

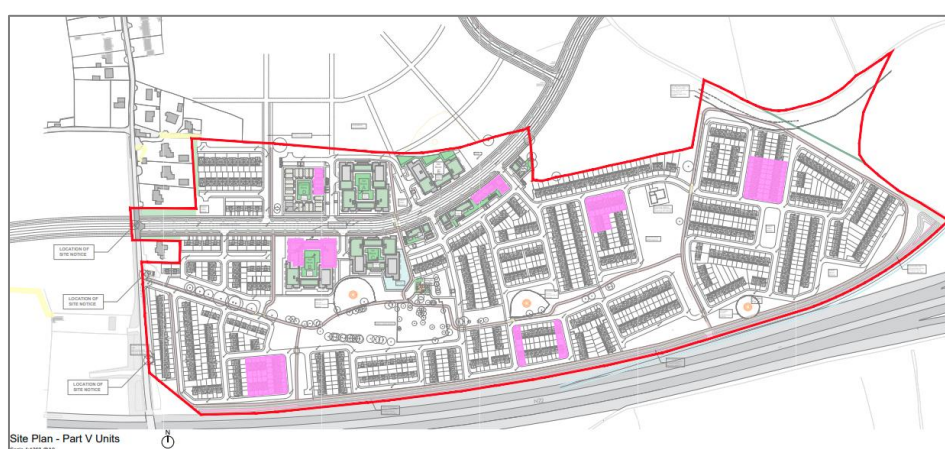


Fig 6: Part V Layout by Wilson Architecture.

## 4.5 Childcare Provision

Appendix 2 of the 'Childcare Guidelines for Planning Authorities' establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas (Paragraphs 2.4 and 3.3.1 refer). One facility providing a minimum of 20 childcare places is considered to be a reasonable starting point in this regard. The guidance acknowledges that other case specific assumptions may lead to an increase or decrease in this requirement.

The proposed development consists of 1,150 no. units and makes provision for a substantial creche. This facility is located within Block C which is situated centrally within the site and will be of adequate size to cater for the needs of the proposed development.

A Childcare Demand Assessment is submitted as part of this planning application. The purpose of this report was to determine the existing capacity and the future demand for childcare facilities within a defined catchment area. This was done in accordance with the Cork City Development Plan 2022 and the national Childcare Guidelines 2001.

The demographic profile showed that the population in the catchment area is growing, however, the number of 0-4-year-old population is decreasing as depicted by the CSO data which highlights an 7.5% decrease in the 0-4

population between 2016 – 2022. Therefore, the demand for childcare services in the catchment will remain constant and possibly decrease in the long term. Based on the local demographics within the area, it can be expected that the proposed development will result in 217 no. children aged 0-4.

Having regard to the above, it is considered that the provision of a crèche on site to cater for 227 no. children is more than adequate to meet the demands of the site and will be a welcomed addition for the surrounding area of Ballincollig and Cork City Council. A childcare facility with a 227 no. childcare spaces have been included in the proposed development. The proposed childcare facility is sufficiently sized to accommodate the maximum case childcare yield scenario and is estimated to add minimum of 217 childcare spaces to the existing capacity in Cork City. Having regard to the above, it is considered that the provision of a childcare facility on site to cater for 227 no. children is more than adequate to meet the demands of the site and will be a welcome addition for the surrounding area of Ballincollig and Cork City Council.

#### **4.6 Recreation, Amenity and Open Space**

The landscape design has, where possible been guided and influenced by the topography, the Ecology and Aboricultural appraisal of the lands and surrounding environment. The scheme has been designed in a way which seeks to provide a high-quality environment for future residents. The strategy is developed through three design pillars: Ecology and Biodiversity, Connectivity, and Community. Through these, the scheme has been simplified to enhance the pedestrian connection throughout the entire project by creating both a 'physical' and a 'virtual' linkage, utilizing pathways, materials, and vegetation as resources to achieve this. Furthermore, the development and characterization of each space that shares the same identity and complements its various uses allows the project to function as a comprehensive system that links all green areas both in a centripetal and centrifugal manner.

Root protection zones have been identified and considered as part of the landscape design. Native plant material has also been considered for the scheme, in part, to improve the overall biodiversity of the site. The inclusion of pollinator plants as part of the species mix will be a focused element of the planting palette. A copy of all planting material is available in the documents provided by Brady Shipman Martin.

The biodiversity potential of the site will be enhanced by providing significant specimen tree planting across the site including open space trees, street trees, garden trees and screen planting. Native hedge planting will be used to fill any gaps along the site boundaries.

Great care has been taken in relation to the proposed layout to ensure that each residential unit within the development will have a high standard of residential amenity and privacy. This has been achieved by carefully locating and orientating each dwelling and by providing generous separation distances between residential units. Windows have all been sited to prevent

overlooking into adjacent private gardens. The proposed dwelling houses each have a private rear garden that are dual aspect and have a minimum of 16m separation distance which is consistent across the site between opposing first floor rear windows. The layout of the proposed development provides for the clear distinction between public, communal and private areas which is achieved through changes in surface material as well as planting along dwelling boundaries.

The provision of permeability and improved overall pedestrian movement is one of the core principles of the site layout design. This core principle is coupled with the design objective to provide designed landscape amenity areas which offer comfort, passive supervision, ease of access in terms of the varying age groups and levels of mobility and a safe amenity space for all end users.

Second to the core principle of design is the development of a palette of materials for both hard and soft landscaping to both the amenity lands and the streetscape.

### Open Space Hierarchy

The following key elements have been considered as part of the open space detailed design and the protection and overall reinforcement of the sites "Green Infrastructure".

- Create a 'Greenway' pedestrian & cycle path network through the site which can be extended over time.
- Provide open space that is overlooked and framed by the residential units providing an attractive setting and passive surveillance.
- Incorporate the objectives of planning policies for the area.
- Public open spaces with high amenity and visual values, to facilitate both active & passive recreation.
- Promote ecology & biodiversity through the retention and enhancement of existing natural features.
- Respond to both the existing landscape and potential future development by retaining the existing landscape features where appropriate and facilitating linkages through the proposed development.

### Amenity/Open Space Provision

As part of the overall amenity provision, it is proposed that a number of accessible and usable public open spaces with excellent passive surveillance will be provided within the proposed development. It is considered the quantum of open space being provided complies with the requirements of the CDP.

The open space is provided in a number of different spaces dispersed throughout the site. These spaces have been designed to be age-friendly and

provide a variety of uses and spaces including active, formal and natural play areas, and seating areas.

### Softscape Strategy

The softscape strategy for the scheme has aimed to provide a landscape structure of specimen trees, robust ornamental shrubs and hedge planting to soften and compliment the appearance of the built elements whilst also enhancing the setting of the residential units.

The approach is to retain the site assets where possible, including the existing hedgerows and trees. Due to the nature of their function, as agricultural field boundaries, there has been minimal maintenance during their lifetime to date. With consideration to their future use as prominent landscape features for a new community, appropriate tree works will take place to ensure successful progression of the hedgerow takes place.

The proposed softscape strategy also includes specifying indigenous and pollinator friendly plant species where appropriate.

Each dwelling house is provided with a private garden space to the rear of the dwellings and each duplex/apartment unit will have a private amenity space in the form of a balcony/patio area.

### Main Entrance - Arrival Space

The main entrance point is located to the west of the subject site. It is proposed to retain the existing hedgerows along the boundaries where possible and manage same to maximise their ecological values.

The following is also proposed as part of the access and circulation to the site:

- Shared surfaces / raised tables to enhance the amenity value of the public open space, regulate traffic speed and facilitate pedestrian friendly corridors through the proposed development.
- Discernible road hierarchy through the proposed scheme.
- Design concept to provide a flexible path network which can be extended over time.
- Formal entrances & associated boundary treatments to make a positive contribution to the aesthetic value of the Proposed Spine Road and provide a sense of place & arrival at the access points to the proposed development.
- Neighbourhood and local play areas located throughout the scheme for ease of access for future residents.

### Integrated Open Spaces

There are a series of open spaces interwoven throughout the proposed built scheme. The recreational infrastructure required in a proposed scheme of this size, was carefully considered during the design and layout of the open spaces associated with the proposed development. The open spaces are

defined and overlooked by the built elements to provide passive surveillance, whilst shared surface access roads and raised tables facilitate safe and convenient access for future residents.

Other landscape elements such as tree and shrub planting, together with robust seating and lighting have been incorporated throughout the development to ensure that the recreational infrastructure which forms an integral part of the proposals is aesthetically pleasing, functional and welcoming for children of all groups in a safe and stimulating environment.

#### **4.7 Traffic Impact, Access & Connectivity**

Vehicular access will be provided via Maglin Road to the west. The layout includes a section of the Maglin Expansion Area Urban Access Corridor, which will continue east and north of the site, connecting the site to Ballincollig town centre.

The proposal provides connectivity for pedestrians, cyclists and vehicles with footpaths being provided throughout the site and connecting to the existing footpaths within the site environs. The main roadway will include dedicated cycle and pedestrian facilities which will join with the existing cycle and pedestrian paths within the wider area. An extensive network of pedestrian and cycle paths within the development will provide for both utility and leisure movement.

This infrastructure will promote permeability through the proposed development and within the wider area, encouraging walking and cycling in the locality and minimising the need to use private vehicles, particularly for shorter journeys.

A design speed limit of 30 km/hour has been applied throughout the development in accordance with the Design Manual for Urban Roads and Streets (function – local road, context – neighbourhood, pedestrian priority). The site layout has been informed by the Design Manual for Urban Roads and Streets (DMURS) issued by the Department of Transport, Tourism and Sport & Department of Environment, Community and Local Government, 2013, and in accordance with DMURS, provides a network of streets, pedestrian priority areas and traffic calming. Within the development the roads will be a designed generally in accordance with DMURS recommendations. Main link roads will typically be 6m to 6.5m wide and local roads will typically be 5m to 5.5m wide. The roads will incorporate elements to help reduce vehicle speeds and enhance pedestrian safety. There will be number of raised junctions and raised pedestrian pathways. Road curvature and junction radii will be kept low.

A Traffic and Transportation Assessment has been prepared by MHL Engineering Consultants. The scope of the TTA has been agreed with the Traffic & Transportation Section of Cork City Council. Pedestrian and cycle connectivity are presented as part of the report and the development seeks to encourage a reduction in car dependency and promote the use of sustainable and active travel. Pedestrian and cycle connections connecting the development to the existing infrastructure in the area links the site with

local bus routes and to Ballincollig Town Centre and the wider area ensuring that these alternative methods of transport and travel are provided.

In terms of car parking, the proposed development will provide 1,212 no. spaces. The car parking for the houses is provided in the curtilage of the house and the car parking for the duplexes and apartments are provided in a communal parking area.

In terms of cycle parking, access to the rear gardens is provided to the majority of the proposed houses. The mid-terrace houses and apartment/duplex units will be provided with dedicated bicycle storage areas.

This parking provision is considered appropriate for the proposed development.

#### **4.8 Service Infrastructure**

The proposed development will be provided with a surface water management system that is designed, as much as is feasible, in accordance with the principles of Sustainable Drainage Systems (SuDS) as embodied in the recommendations of the Greater Dublin Strategic Drainage Study (GSDSDS). All surface water runoff from the paved development will be directed away from the site. The attenuation tanks are specifically designed to handle a 100-year storm event. Moreover, the maximum discharge from the attenuation tanks will be restricted to the calculated permissible runoff (QBAR) for the site.

The wastewater infrastructure on the development site will be designed and constructed in accordance with the Uisce Éireann Code of Practice for Wastewater Infrastructure (IW-CDS-5030-03).

The water supply infrastructure on the development site will be designed and constructed in accordance with the Uisce Éireann Code of Practice for Water Infrastructure (IW-CDS-5020-03). A 450mm diameter HDPE watermain is proposed for the Main Distributor Road. This will take connection from the northeast at Heathfield and will terminate at a dead end at the intersection of the Distributor Road and the Maglin Road. The development itself will be supplied by branches of 200mm, 150mm and 100mm diameter HDPE watermains. These will supply potable water to all units and fire hydrants within the development. The proposed internal pipe network has no dead ends with loops serving a minimum of 4 units in accordance with Uisce Éireann Code of Practice for Water Infrastructure Doc UE-CDS-5020-03.

## 5. Design Approach

### 5.1 Connections

Connectivity is a core design principle for the proposed scheme. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking. The development has been divided into distinct character areas. The building type and use of materials contribute to creating distinct character areas within the site. This will help to create a sense of place and a high level of legibility throughout the scheme.

One of the main considerations of the scheme was the introduction of a hierarchy of internal streets with the Primary Access Street running through the development.

Secondary Access Streets will serve other dwellings within the site and connect them to the Primary Access Street. Shared Surface Streets have been introduced in locations in order to prioritise pedestrians and cyclists within the development.

The comprehensive network of pedestrian/cycle routes running through the scheme emphasises pedestrian and cyclist access throughout the site. The permeability of the development has been carefully considered both within, by ensuring the internal footpaths link the different areas and make the site accessible to all, and externally by connecting to the existing and proposed developments at a number of locations.

The internal road layout is designed to control traffic speeds through the use of cul-de-sacs as well as subtle changes of alignment. These measures will act to slow vehicular traffic by decreasing the driver's perception of acceptable speeds and encourages the use of the roadway as a shared space for play. The layout is designed to provide a safe and secure arrangement of movement for the future residents.

In the wider urban context, connectivity focuses on the accessibility to the wider Ballincollig area. The site also benefits from connections to public transport. The proposed development allows for pedestrian and cycle connection to the north, west and east of the subject site.

### 5.2 Inclusivity

The proposed dwellings offer a broad range of accommodation choice, in terms of both unit size and configuration. Open spaces are designed to provide facilities for all age groups and support outdoor activities.

The predominant form of development in the vicinity of the site is semi-detached and townhouse units. It is



proposed as part of this application to introduce a wider range of dwelling types and sizes to encourage a more varied population and permit a greater level of mobility within the local area, for example first time buyers, traders-down, persons with disabilities, etc.

This will be achieved through the provision of 1, 2 and 3 bed apartment and duplex units and two, three and four-bedroom housing units comprising of terrace, semi-detached and detached units.

The proposed development will also contain a range of public and private amenity spaces in the form of large open space areas and a number of smaller open space areas throughout the site. This will include passive open space evenly distributed through the scheme and active spaces with a range of age-appropriate equipment.

All duplex and apartment units will be provided with a patio and/or balcony space, with each unit having a private amenity space. The design and layout of the proposed development will meet the requirements of all relevant documents, in particular Part M of the Technical Guidance Documents which deal with accessibility and inclusivity. In this regard, the design of the proposed development is also guided by the principles of universal design. The proposed scheme has been designed so that it can be accessed and used to the greatest extent possible by all people regardless of their age, size, ability or desirability.

All buildings are designed and sited to provide passive surveillance of the public realm, including streets, paths and open spaces.

### **5.3 Variety**

In accordance with the zoning the proposed use is primarily residential. The focus therefore is to provide a variety of homes for all age groups to allow all-day activity in the neighbourhood.

The inclusion of 1-bed units as part of this scheme is important for single occupancy and couples for which there is demand, while the provision of 2, 3 and 4-bed units caters for varying family sizes.

The large open space areas are an important feature of the development and encourages intergenerational mixing and activities, with an additional area throughout the scheme presenting further opportunities for play.

The breakdown and schedule of accommodation as part of the development is included below.

	Name	Description	Number	Area
	Unit Type A1	4 Bed Detached	2	144.2 m <sup>2</sup>
	Unit Type B1	4 Bed End Terrace	81	145.9 m <sup>2</sup>
	Unit Type B2	4 Bed Semi	10	145.9 m <sup>2</sup>
	Unit Type B3	4 Bed Semi / End Terrace	13	127.3 m <sup>2</sup>
	Unit Type B4	4 Bed End Terrace	13	133.2 m <sup>2</sup>
	Unit Type C1	3 Bed Semi	44	104.4 m <sup>2</sup>
	Unit Type C2	3 Bed Semi	10	106.4 m <sup>2</sup>
	Unit Type D1	3 Bed End Terrace	162	104.6 m <sup>2</sup>
	Unit Type D2	3 Bed End Terrace	9	106.4 m <sup>2</sup>
	Unit Type E1	3 Bed Mid Terrace	111	93.6 m <sup>2</sup>
	Unit Type F1	2 Bed Mid Terrace	164	79.8 m <sup>2</sup>
	Unit Type F2	2 Bed Mid Terrace	11	81.0 m <sup>2</sup>
	Unit Type G1	2 Bed End Terrace	8	79.8 m <sup>2</sup>
	Unit Type H01	1 Bed Duplex	2	48.4 m <sup>2</sup>
	Unit Type H02	1 Bed Duplex	2	49.7 m <sup>2</sup>
	Unit Type H05	2 Bed Duplex	52	92.6 m <sup>2</sup>
	Unit Type H06	2 Bed Duplex	26	95.4 m <sup>2</sup>
	Unit Type H07	1 Bed Duplex	16	46.3 m <sup>2</sup>
	Unit Type H08	1 Bed Duplex	6	47.7 m <sup>2</sup>
	Unit Type J1	1 Bed Apartment	209	50.0 m <sup>2</sup>
	Unit Type J2	2 Bed Apartment	150	74.5 m <sup>2</sup>
	Unit Type J3	3 Bed Apartment	49	101.3 m <sup>2</sup>

Fig 7: Schedule of accommodation.

## 5.4 Design Approach

The layout responds to the natural features that exist on site with the hedgerows and trees retained and integrated into the scheme where feasible.

The proposed layout includes 1,150 no. residential units comprising a mix of 638 no. 2, 3 and 4 bed detached, semi-detached and townhouse/terraced units and 512 no. 1, 2 and 3 bed apartment/duplex units. The net density is 50.62 units/ha which is in accordance with local and national guidelines.

The proposed layout has been designed to function as a sustainable and successful residential neighbourhood drawing on the established pattern of the surrounding development. The proposal provides for 1,150 no. units that face towards the primary areas of open space and shared space zones. It also provides in-curtilage parking spaces, on-street parking spaces, on-street motorcycle parking, as well as bicycle parking space. The scheme will provide a pleasant environment for individuals and families to live and will have good links to the town of Ballincollig and Cork City. The site is within easy walking distance to civic facilities.

The open space and shared space areas are situated in areas which are highly visible and benefits from passive surveillance from the surrounding dwellings, promoting a sense of safety and minimising the potential for anti-social behaviour. The orientation of the dwellings around the open space areas negates the opportunity for overlooking and privacy issues between dwellings as building elevations do not directly face onto each other. The location of the open space and shared space areas also ensures accessibility and acts as an extension to the individual gardens and will aid in fostering a sense of ownership and community for future residents. The open space and

shared space areas will be accessible from all dwellings via the footpath network throughout the site. The open spaces vary with a mix of soft and hard landscaping to further enhance the variety of spaces and the inclusivity for all residents throughout the year. Each unit will also have access to a private amenity space.

Distinct corner units with individual features address the main corners along the main streets and on the open spaces to provide distinctiveness to the site. The corner units have been designed to turn the corners, avoiding blank facades, and ensuring passive surveillance is provided on all streets and corners.

The proposed houses have all been sited to take advantage of natural light and heat. The units are all dual aspect and therefore will benefit from high levels of daylight and sunlight.

## 5.5 Character Areas
















The development includes Character areas, which evolve naturally around the primary open spaces and create neighbourhoods with their own distinctiveness. The site is divided into 4 no. Character Areas where each character area forms a different neighbourhood characterised by specific architectural and landscaped treatments. The elevational treatments and palettes have been considered alongside the existing development in the area in order to address the specific context, while allowing for a new identity to be created within the new proposal.

Further details regarding these character areas are providing in the Architectural Design Statement prepared by Wilson Architecture.

## 5.6 Housing / Proposed Density

A range of dwelling types and sizes and provided in the scheme at densities appropriate to the location of the site. These densities are in accordance with the relevant Ministerial Guidelines and the Cork City Development Plan.

The proposed development comprises the construction of 1,150 no. residential units and all associated site development works with a density of 50.62 units per hectare which demonstrates an efficient use of the site. The scheme, which will create a new neighbourhood in this area, will provide a varied housing mix that will contribute positively to the urban fabric of Ballincollig

	Name	Description	Number	Area
	Unit Type A1	4 Bed Detached	2	144.2 m <sup>2</sup>
	Unit Type B1	4 Bed End Terrace	81	145.9 m <sup>2</sup>
	Unit Type B2	4 Bed Semi	10	145.9 m <sup>2</sup>
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	Unit Type B4	4 Bed End Terrace	13	133.2 m <sup>2</sup>
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	Unit Type J1	1 Bed Apartment	209	50.0 m <sup>2</sup>
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	Unit Type J3	3 Bed Apartment	49	101.3 m <sup>2</sup>

## 5.7 Schedule of Accommodation

A summary of the range of dwelling types and sizes proposed is located in the Housing Quality Assessment and Schedule & Calculations prepared by Wilson Architecture as part of this application.

## 5.8 Proposed Social Infrastructure

As part of the planning application submission a Social Infrastructure Audit (SIA) has been prepared which provides an overview of the social infrastructure provision in the area.

The SIA outlines numerous facilities in the surrounding area of the subject site and identifies shortages and opportunities to inform the concept of uses for the proposed development.

It is evident from the audit that there is a range of services, facilities and amenities located within the study area. These are accessible via foot, cycle and bus which have been considered within the design of the proposed development. As noted, the proposed development incorporates further measures of connectivity to ensure residents can access Ballincollig centre via bike or walking.

A 227-no. child place creche facility has been proposed within the development. A childcare assessment was prepared to inform the proposed and outlined the future capacity within the area and/or likely to be generated by the proposed development. This assessment concluded that the 227-no. childcare facility would be sufficient to cater for the proposal, adding another facility to the area.

The LRD also includes significant amenity areas and a cycle and pedestrian access will also be provided connecting to the existing infrastructure in the area.

This SIA therefore concludes that there are ample social and community facilities (existing and proposed) within the study area and that the development of these lands is consistent with the objectives of the Cork City Development Plan.

## 5.9 Archaeology and Built Heritage

Maglin House, a late 18<sup>th</sup> / early 19<sup>th</sup> century house sits centrally within the lands. The two-storey, L shaped farmhouse is currently surrounded by a farmyard with associated farm buildings generally located to the rear of the house.

Maglin House is listed on record of monuments and places (RMP) and the National Inventory of Architectural Heritage (NIAH). It is described as a late 18th/early 19th-century 2-storey L-shaped house with a front elevation of 4 bays to the south with an off-centre porch entrance. Wyatt windows in the side bay to the west with the remainder sash windows. A gabled addition to the rear on the west side makes the ground plan L-shaped. Shallow central gabled stairway projection to rear the house will be converted in to 2 no. residential units as part of the proposed development.

There are no protected structures located on the subject site - a lime kiln (which is a protected structure) is located on adjoining lands to the north. Two archaeological features are present on site which will be protected and incorporated into the final design of the scheme.

# 6. Detailed Design

## 6.1 Materials Palette

The buildings will use materials, proportions, and features that respect and enhance the existing local setting but express it in a more contemporary way. The materiality of the development has been considered in order to emulate and enhance the urban architecture within the locality. The materials and finishes within the development have been carefully selected for their durability and to ensure the overall efficiency of the design. The placement of the materials within the elevational treatments have been designed to give a distinctiveness to the proposal. The materials chosen will require little maintenance and allow for attractive and distinct areas for the end user.

Careful consideration will be given to the individual housing clusters and neighbourhood areas, balancing a palette of materials comprising a mix of brick and render that will offer a cohesive and mixed layout, whilst respecting the existing houses within the locality.

Variations in roof profile, fenestration and elevational treatments will ensure interest and variety throughout the development. Materials have been selected with a view to longevity, durability and low maintenance in line with

Building Regulations and include reference to BS 7543:2015 'Guide to Durability of Buildings and Buildings Elements, Products and Components'.



Fig 8: Proposed units.

## 6.2 Building Design Components

The external materials of the units were selected to have a positive contribution to the locality. A proposed mix of brick and render will provide for a contemporary development whilst respecting the existing buildings adjacent to the site. The buildings will be constructed of traditional construction methods, with external materials selected for their durability. The placement of materials, elevational treatment and feature treatment will differ in various locations throughout the site to create distinct character areas. Generous open space with landscaping will enhance the overall design of the estate. The design of the buildings and public space will facilitate easy maintenance.

There is a variation of unit type designs for this site. These units are dispersed across the site to offer interesting elevation treatment and avoid a monotonous 'copy and paste' approach.

## 6.3 Adaptability

All houses are designed in accordance with the "Quality Housing for Sustainable communities" document. Houses in the development can be easily adapted to the future needs of occupants.

The proposed dwellings are adaptable to respond to potential changing needs over their lifetime. Provision has been made to extend in the attic or in the back garden of properties.

## 6.4 Home Zones

A number of shared spaces are provided throughout the development site. The shared spaces allow pedestrians and cyclists to have priority over vehicles. Different surface material treatments will be applied to the full length of the home zones combined with no kerbing to further indicate pedestrian and cyclist priority.

## 6.5 Compliance with DMURS

The site layout has been designed to calm traffic naturally and ensure low driving speeds within the development minimising noise and air pollution. In

addition, a range of measures including varying building lines, boundary treatments, street trees, frequent crossing points and junctions, horizontal deflections, tighter corner radii and shared surfaces have been adopted to ensure appropriate traffic speeds within the proposed development.

Changes of surface materials will inform drivers of a change in the hierarchy and notify motorists of shared surfaces, and raised tables are provided as pedestrian crossings. Shared surfaces have been located on some streets to promote more pedestrian/cyclist friendly and liveable streets. Reduced corner radii and carriage widths promote lower speeds on the shared surfaces. The pedestrian / cycle paths provided offer the most direct routes through the proposed development.

## 7. Conclusion

The site forms part of the South Ballincollig Urban Expansion Area, which is one of seven urban expansion areas designated within the City Council's administrative, where the compact and strategic expansion of the area is strongly supported.

The subject development proposes a scheme of 1,150 no. dwelling units on lands identified within the defined boundary of Cork City within the urban town of Ballincollig on lands zoned for residential development.

The proposed site layout by Wilson Architecture proposes a net residential density of 50.62 no. units per hectare, which is consistent with the zoning objectives for the site. Access to the proposed development is from the Maglin Road to the west of the subject site and through the Heathfield estate to the northeast. The development of these lands will provide an opportunity to provide new family homes to assist in achieving the additional housing units required in the Ballincollig area in addition to an expanded community.

The proposed development will create a sustainable and attractive residential development, which will provide quality homes that are suitable to the needs of modern households regardless of size or composition. The proposal will create a living environment that promotes the concept of 'neighbourhood' and promotes a sense of community within the different character areas.

This Planning and Design Statement provides an assessment of the design approach of the proposed scheme having regard to the relevant planning policy documents at national and local levels, including in particular the Compact Growth Guidelines, the Urban Design Manual – A Best Practice Guide and the Design Manual for Urban Roads and Streets at a national level, and the 2022 Cork City Development Plan at a Local Planning Policy level. It is submitted that the proposed LRD development is consistent with each of these documents and will provide a positive and significant contribution to the housing supply at Maglin, Ballincollig, Cork.